

II. Specification Amendments:

Please amend the specification by adding the replacement paragraphs 0007, 0008 and 0019 and new 0015a. The paragraph numbers correspond to the application as published.:

-- [0007] Owing to the different strength properties of composite fiber ~~fi~~~~bre~~ reinforced plastics, particularly the high tensile strength and high stiffness of materials such as carbon fiber ~~fi~~~~bre~~, the base material is formed to shape prior to curing. Three typical methods of forming a wheel or wheel rim from carbon fiber ~~fi~~~~bre~~ reinforced plastic are known. These include a cored composite in which the high strength skin surrounds a core such a foam core, U.S. Pat. No. 5,061,013, a solid composite such as US. Pat. 6,347,839 B1 in which composite laminations have no designed end openings or different density materials between interior and exterior surfaces and a partially hollow but plugged construction such as U.S. Pat. No. 6,398,313 B1 where two hollow halves have interior inserts and exterior reinforcements at joining ends. The disclosures in these three patents are incorporated by reference as if fully set forth herein. --

-- [0008] The invention avoids the drawbacks of the prior art using general principles of optimum compaction low void composite construction specially adapted to the unique shape and structural requirements of wheel rims using a combination of laminates incorporating fibers at different angles relative to one another, a curved auto-centering plug in one half at one end mating with a receptacle in an opposite, identical half further using unidirectional layers in key areas of the rim edges and spoke bed . A preferred embodiment further combines the preferred carbon fiber ~~fi~~~~bre~~ reinforced epoxy laminate structure with machinable and tough braking ~~breaking~~ surface portions.—

-- [0015a] Fig. 8 is a flow schematic illustrating a process that is utilized to construct uncured composite preforms or mats (which, for example, are trimmed to the shapes shown in FIG. 3 in the case of the sidewall lamination) that are subsequently molded and precured as disclosed herein to produce the wheel of the invention. –

[0019] Tire well 12 extends between left and right apexes 14, 16. These apexes 14, 16 are slightly radiused [w hile] while the well 12 is smoothly curved with a dimension corresponding to that needed to receive a high performance "sew-up" tire with a diameter of around one inch, typically 21 to 28 mm. Sharp changes in curvature in tire well 12 are avoided to maximize utilization of standard tires and to maximize their adhesion and other performance.